

service in the City of Franklin and Southampton County. I-RIDE routes were designed with full consideration for disadvantaged population groups, as well as access to business locations, and input from the public.

### Bicycle and Pedestrian Facilities

The City of Franklin Bicycle and Pedestrian Master Plan identified policies, programs, and recommendations for specific facilities. A detailed list of recommended bicycle and pedestrian facilities as well as the policies and programs appears in the Plan document.

### Airports

The *Virginia Air Transportation System Plan Update* (2003) contains future forecasts (2020) of operations and aircraft based at the airports ranging from no growth at Emporia-Greensville Regional to 0.2% annual growth at the City of Franklin's Municipal Airport.

## WHAT DO YOU THINK?

We would like to hear your comments on the information you have seen here today: in particular, the proposed recommendations. Please fill out the accompanying comment form and leave it with the study team.

For more information on this and other studies, browse to the following web sites:

[www.vdot.virginia.gov](http://www.vdot.virginia.gov)

[www.vtrans.org](http://www.vtrans.org)

[www.virginiadot.org/projects/2035\\_state\\_highway\\_plan.asp](http://www.virginiadot.org/projects/2035_state_highway_plan.asp)

[www.vdot.virginia.gov/projects](http://www.vdot.virginia.gov/projects)

## Travel Demand Management

Some decreases in single-occupant vehicle trips are possible through use of the programs offered by TRAFFIX, particularly vanpools to major employers that would link to I-RIDE stops. I-RIDE Transit service expansions could further reduce single-occupant trips as well. Finally, park and ride lots in the region could play an important role for commuters to the Hampton Roads region.

## PLAN ADOPTION

The 2035 Rural Long Range Transportation Plan for the Hampton Roads region will be adopted by the PDC in 2011. This Plan will serve as a long term strategy for the transportation network of the region and as a component of the 2035 *Surface Transportation Plan*. Projects can be prioritized for funding based on the identified recommendations.

# HAMPTON ROADS PLANNING DISTRICT COMMISSION

## 2035 RURAL LONG RANGE TRANSPORTATION PLAN

## WHAT IS THIS STUDY?

The Transportation and Mobility Planning Division (TMPD) of the Virginia Department of Transportation (VDOT) has worked with other transportation agencies to develop the 2035 Surface Transportation Plan, which is a part of VTrans 2035, the Commonwealth's long range plan for all modes of transportation. The highway element of the 2035 Surface Transportation Plan includes proposed improvements on Virginia's federal functionally classified roadways. The Rural Long Range Transportation Plan that you are looking at today is just one piece of the 2035 Plan. VDOT, Virginia's Planning District Commissions (PDCs), and your local governments are partners in the development of this new initiative to create regional transportation plans in rural areas that complement those in Virginia's metropolitan and small urban areas.

The transportation system within a part of the Hampton Roads region was evaluated, and a range of transportation improvements for all modes are recommended. This Plan looks at improvements that can be made in the near-term and in the future, as far as the year 2035, in order to assess the effects of population and employment growth upon the transportation system.

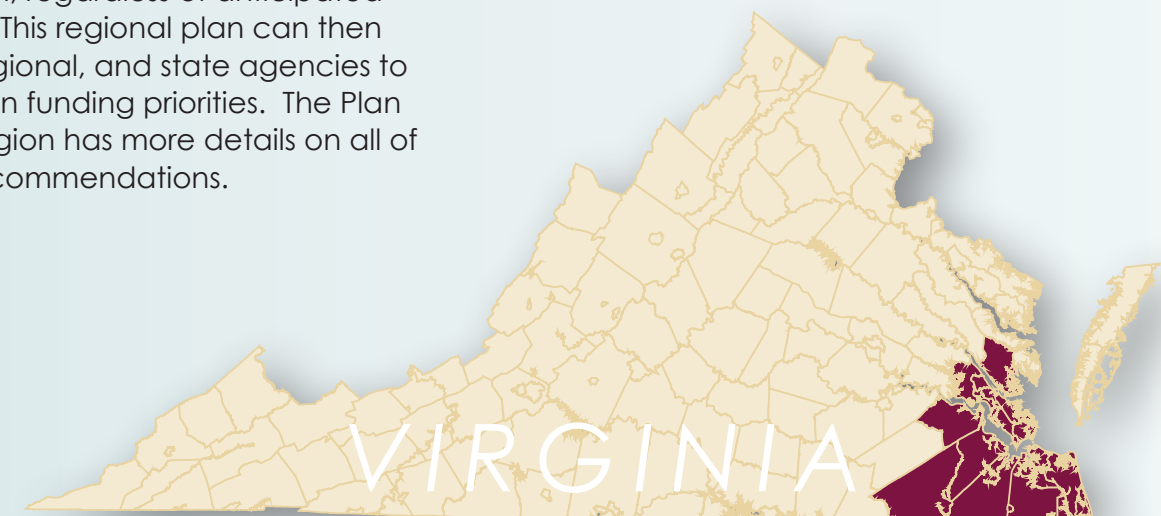
Each rural plan was developed as a blueprint, or vision plan, to address all of the needs of the transportation system, regardless of anticipated funding availability. This regional plan can then be used by local, regional, and state agencies to identify transportation funding priorities. The Plan document for this region has more details on all of the analyses and recommendations.

## EXECUTIVE SUMMARY

### HAMPTON ROADS PLANNING DISTRICT COMMISSION

The Hampton Roads region is located in southeastern Virginia and encompasses a portion of the Virginia Peninsula and the geographic area on the south side of the James River and Chesapeake Bay. The HRPDC serves the Cities of Chesapeake, Franklin, Hampton, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, and Williamsburg and the Counties of Gloucester, Isle of Wight, James City, Southampton, Surry, and York. The Hampton Roads region is predominantly an urban and suburban area, with more rural development patterns in the western portions of the region. The geography of the region is relatively flat and influenced by numerous rivers and waterways, including the Chesapeake Bay and Atlantic Ocean.

The Hampton Roads Transportation Planning Organization (HRTPO) addresses the transportation planning needs for the jurisdictions within the metropolitan areas of Hampton Roads, which does not include the City of Franklin, Southampton County, or the portion of Gloucester County outside of the metropolitan boundary. For the purposes of the 2035 State Highway Plan, the Hampton Roads RLRP will therefore focus on the City of Franklin and Southampton County.







## STUDY APPROACH

A standard study approach was developed to formulate the rural regional long range plans for each PDC in the Commonwealth. Each PDC developed transportation goals and objectives that were used to guide the development of the Rural Long Range Transportation Plan for their area (please see the display boards).

These local goals and objectives were a part of the entire plan development process. The study team then reviewed existing transportation inventories and planning documents. The team also identified the needs and deficiencies in the regional transportation network. A previous public meeting was held to present these deficiencies for review and to have the public identify any additional issues or concerns in the network.

The study team then analyzed the entire rural network including the deficiencies that were identified. Recommendations for these deficiencies are presented at this meeting for your review. In addition, the team compiled recommendations from previous studies and projects and existing traffic impact analyses from private developers in order to provide as comprehensive a list as possible.

## RELATIONSHIP OF LAND USE AND DEVELOPMENT TO TRANSPORTATION

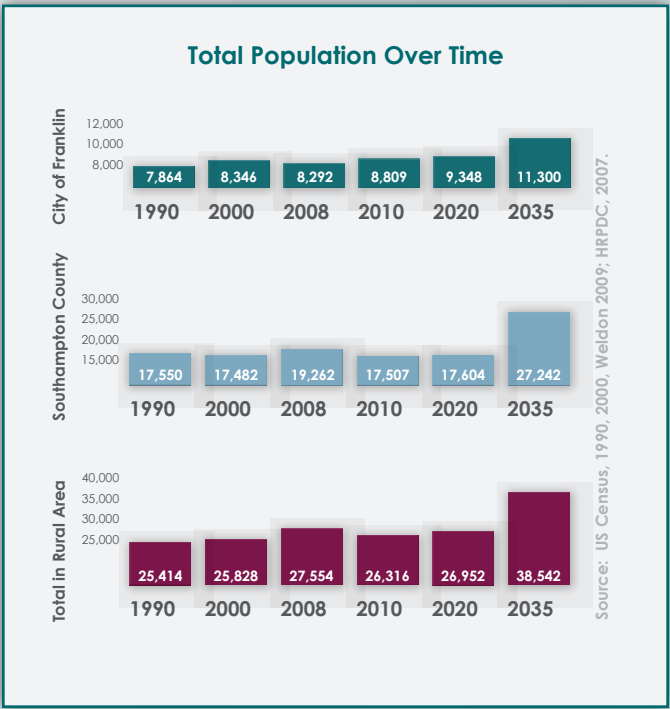
Rural counties throughout the Commonwealth are working to balance growth or to seek new economic growth and diversification - while striving to preserve the rural character of the landscape. Land use and development changes that particularly affect transportation in rural areas include, but are not limited to, school consolidation, loss or gain of a major employer, movement of younger sectors of the population

to more urban areas, retirement community development, and growth of bedroom-community type developments for nearby urban areas.

The Hampton Roads region is predominantly an urban and suburban area, with more rural development patterns in the western portions of the region. Two key factors that have affected land use in Southampton County and the City of Franklin include: population growth in Hampton Roads and the location of two state-wide roadway corridors that traverse the region, US 58 and US 460.

### Population Trends

The Hampton Roads region, including the City of Franklin and Southampton County, has experienced steady population growth, and this trend is expected to continue. Total population for the two jurisdictions was estimated at 27,554 in 2008. The City of Franklin experienced a very slight drop in



population since 2000, while Southampton County population grew by more than 10%. Projections show an increase of 27% for Franklin and over 47% for Southampton County by 2035.

Population trends have implications for the transportation network of any geographic area.

## Land Use and Future Growth

A review of the jurisdictions' comprehensive plans, zoning, and proposed future land use determined the areas of future growth. These are the locations where the individual jurisdictions wish to direct future growth in order to best serve the needs of the public. Freight generators, major employers, and other sources of travel demand were also identified to help determine traffic patterns.

## REGIONAL TRANSPORTATION SYSTEM

Each mode of travel – roadways, public transportation, rail, bicycle and pedestrian facilities, and airports – has been independently analyzed for both current and future conditions. Each mode is described briefly below, with additional information presented on the display boards.

For the **roadway network**, all proposed improvements are for federal functionally classified roadways. 98 recommendations have been compiled for the City of Franklin and Southampton County, including large and small scale projects.

**Public transportation** includes: public transit, specialized services, volunteer transportation, and private providers, including taxi and medical transport companies. **Fixed-route** and **demand-responsive** service are available through I-RIDE operated by Senior Services of Southeastern Virginia (SSSEVA). The service is throughout Franklin and in four towns in Southampton County: Boykins, Branchville, Courtland, and Newsoms.

Designated **bicycle routes and pedestrian facilities** are currently being planned in the jurisdictions. The City of Franklin adopted the City of Franklin Bicycle and Pedestrian Master Plan in 2009. The plan process included forming an advisory committee, assessing the existing sidewalks and roadways, reviewing local and regional plans and policies, soliciting public input, and developing policies, programs, and recommendations to implement bicycle and pedestrian facilities to link destinations in the city. Currently, Southampton County does not have a bicycle and pedestrian plan.

Both CSX and Norfolk Southern own **freight rail lines** extending throughout the region.

There are two **general aviation airports** that serve the area.



**Travel demand management (TDM)** is a technique used by transportation planners to manage or plan for the demand that drivers place on the road network. Strategies to reduce vehicular demand include carpooling and vanpooling programs, expanded peak hour public transit, commuter buses, park and ride lots, as well as better coordination between services to facilitate transfers between modes. TDM measures, with other improvements, have been shown to greatly aid in reducing single-occupant vehicle trips.

Commuter-oriented pieces of the transportation network include available programs provided by TRAFFIX, the Hampton Roads travel demand management program. These include carpooling, vanpooling, and commuter matching, which are coordinated through Hampton Roads Transit. Park and ride lots are not located in the area.

## TRANSPORTATION SYSTEM PERFORMANCE AND RECOMMENDATIONS

### Roadways

Roadway analysis focused on safety, geometry and structure, and congestion for the functionally classified roadway network. Recommendations for improvements to roadways are presented on the boards for your review. A more detailed discussion of all deficiencies and recommendations is located in the Plan document.

### Public Transportation

The recent addition of I-RIDE service within the jurisdictions has been able to provide much needed human services transportation. Plans to increase service hours and frequency of service are being considered. SSSEVA will continue to be the primary provider for demand-responsive